

IN THE SPECIFICATION:

Please amend the paragraph on page 5, lines 7-16 of the originally filed application, which correspond with paragraph [0023] of the published application, as follows:

[0023] A throttle valve (DBW (Drive-By-Wire) throttle valve, in this example) 3 is provided in the intake manifold 2. The throttle valve adjusts the amount of air flowing through the intake manifold. The throttle valve 3 is connected to an actuator (not shown) for controlling an opening angle $\Theta_{TH} \underline{7}$ of the throttle valve. The actuator is electrically connected to the ECU 5 to control the opening angle $\Theta_{TH} \underline{7}$, or the amount of intake air, in accordance with a signal from the ECU 5. The opening angle $\Theta_{TH} \underline{7}$ of the throttle valve 3 is set in accordance with an opening angle of an accelerator pedal (not shown) when the SI combustion is performed. The throttle valve 3 is almost fully opened when the HCCI combustion is performed.

Please amend the paragraph on page 7, lines 2-12 of the originally filed application, which correspond with paragraph [0031] of the published application, as follows:

[0031] The ECU 5 determines the amount of fuel injection corresponding to the requested torque and then determines a timing for injecting the amount of fuel. The ECU 5 also identifies the operating conditions of the engine 1 based on outputs of sensors to determine a timing for igniting the spark plug 18, an opening angle $\Theta_{TH} \underline{7}$ of the throttle valve 3 and so on using control programs stored in the ROM. In accordance with such determination, the ECU 5 outputs signals through the output interface 5d to

control the throttle valve 3, the fuel injection valve 6, the spark plug 18, the intake valve 17, the exhaust valve 19 and so on. Through such control, the combustion of the engine 1 can be switched between the HCCI combustion and the SI combustion.